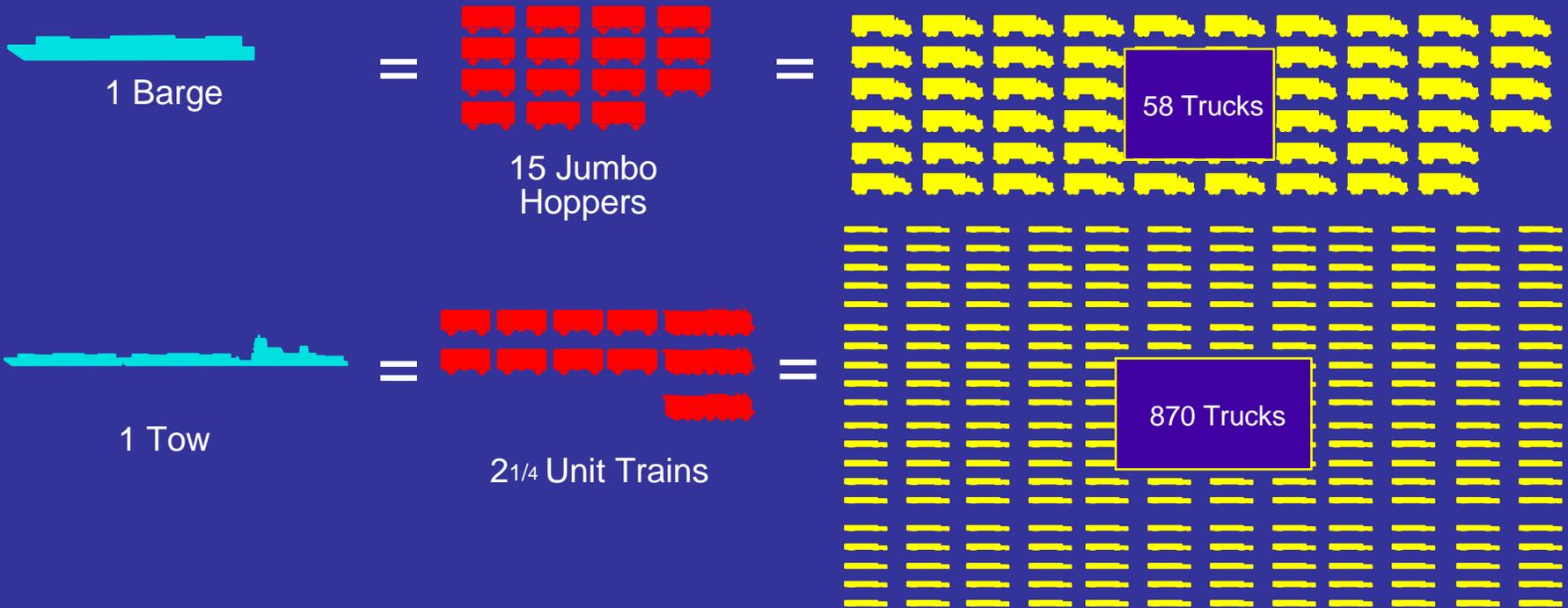


Alternate Transportation Mode Comparison

				
Barge 1500 Ton 52,500 Bushels 453,000 Gallons	15-Barge Tow 22,500 Ton 767,500 Bushels 6,804,000 Gallons	Jumbo Hopper Car 100 Ton 3,500 Bushels 30,240 Gallons	100 Car Unit Train 10,000 Ton 350,000 Bushels 3,024,000 Gallons	Large Semi 26 Ton 910 Bushels 7,865 Gallons



Equivalent Lengths



1/4 Mile
15 Barge Tow



2 3/4 Miles
2 1/4 Unit Trains



34 1/2 Miles
Assuming 150 Ft. Between Trucks

From “Four Corridor Case Studies of Short Sea Shipping Services” (USDOT 2006)

“The primary economic advantage of short-sea shipping is its ability to generate significant economies of scale by moving large numbers of highway trailer-loads on a single vessel providing advantages in capital asset productivity, labor and energy savings, as well as removing some of the pressure on the nation’s highway infrastructure.”

“Around 78.2 million trailer loads of highway and rail intermodal freight is calculated to have moved between origins and destinations at least 500 miles apart and within 250 miles of a port along the U.S. contiguous coasts in 2003. This long-haul coastal truck and rail intermodal traffic accounted for 15 percent of total U.S. intercity truck and intermodal rail traffic.”

From “Four Corridor Case Studies of Short Sea Shipping Services” (USDOT 2006)

“When short-sea shipping provides a more direct point-to-point routing and/or avoids areas of traffic bottlenecks and urban congestion, it can be highly competitive with ground transportation in terms of both cost and transit time – such as in the Great Lakes corridor”

“Short-sea shipping can be particularly competitive for heavy and/or hazardous shipments currently moving over the road such as chemicals.”

From the “Bi-State Domestic Freight Ferries Study” (NYU/Rutgers 2006)

Public Policy Intervention Will Be Needed to Create and Shape the Freight Ferry Market

“... without public policy intervention and leadership it is unlikely that a [NY/NJ] ferry market for trucks will readily develop on its own. With such public leadership, based on clear and practicable policies, a successful bi-state freight ferry operation could be implemented as has been done in at least two other cases: Detroit-Windsor and Quincy-Deer Island.”

Niche Markets Are the Best Means for Ensuring Success.

Potential niche markets in the NY metropolitan region:

1. Hazardous materials
2. Over-weight and over-dimensional vehicles
3. Construction materials and equipment

From the “Bi-State Domestic Freight Ferries Study” (NYU/Rutgers 2006)

Increased Security Could Be an Added Benefit

- A freight ferry could enhance emergency and security operations in several key ways.
- Increased redundancy for the overall regional transportation network.
- Less susceptible to sabotage
- Offers more flexibility in times of crisis
- Agencies can gain tighter control of hazmat shipments

Moving Forward with Freight Ferries

- Based on the cases and the research into freight ferries more broadly, the team identified several components of successful freight ferries as well as several steps needed to pursue successful operations in this region.